

**STATE ROUTE 33**  
**TRANSPORTATION CONCEPT REPORT**

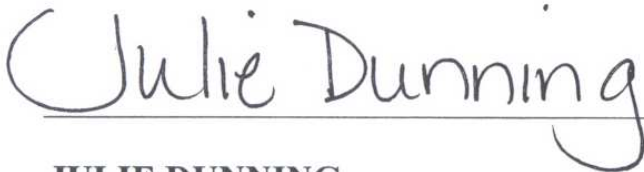
**CALTRANS DISTRICT 10**  
**OFFICE OF SYSTEM PLANNING**  
**June 2003**

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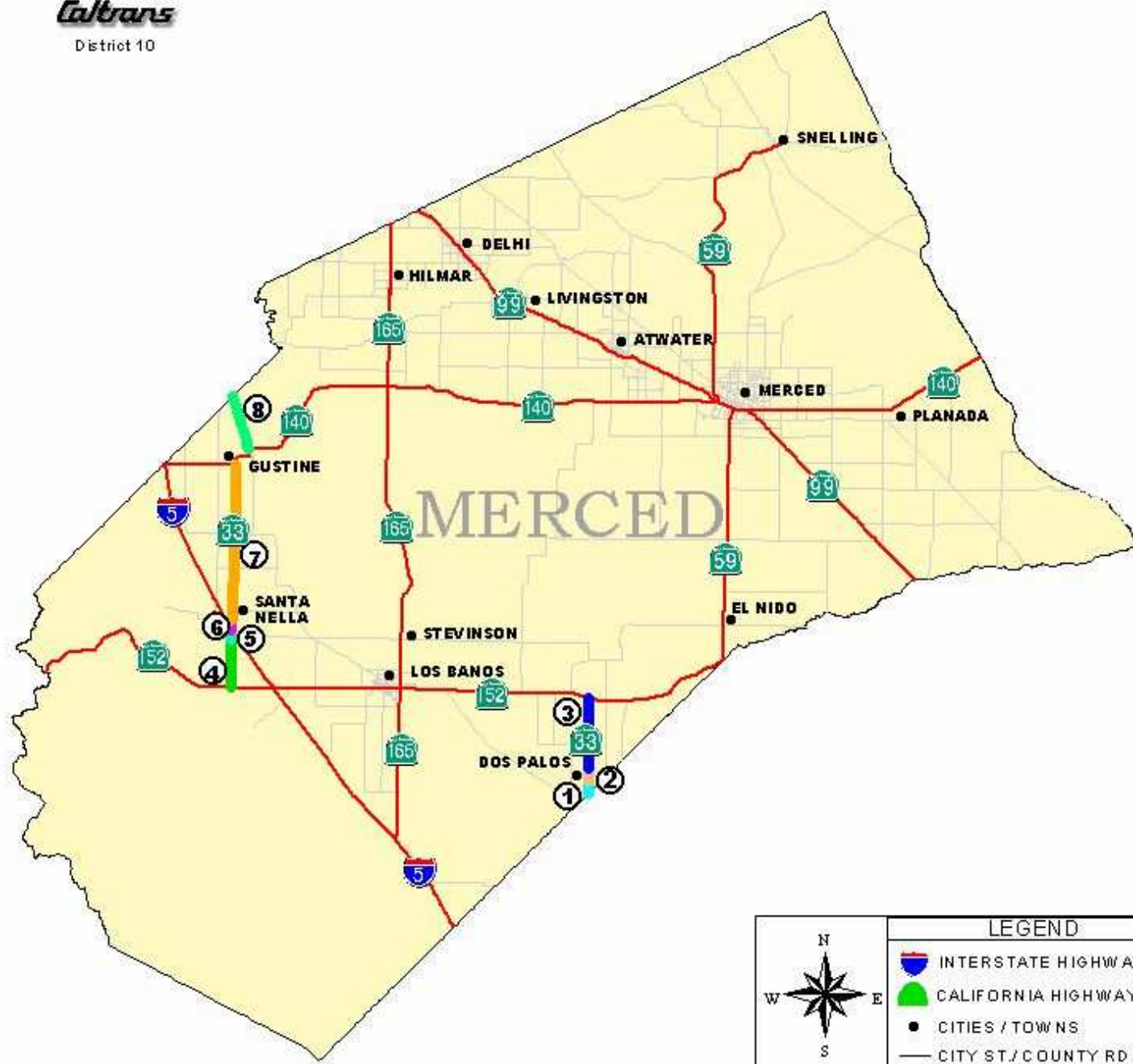
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## ROUTE 33 CORRIDOR STUDY Segmentation Map – Merced County

Department of Transportation  
District 10  
Office of System Planning



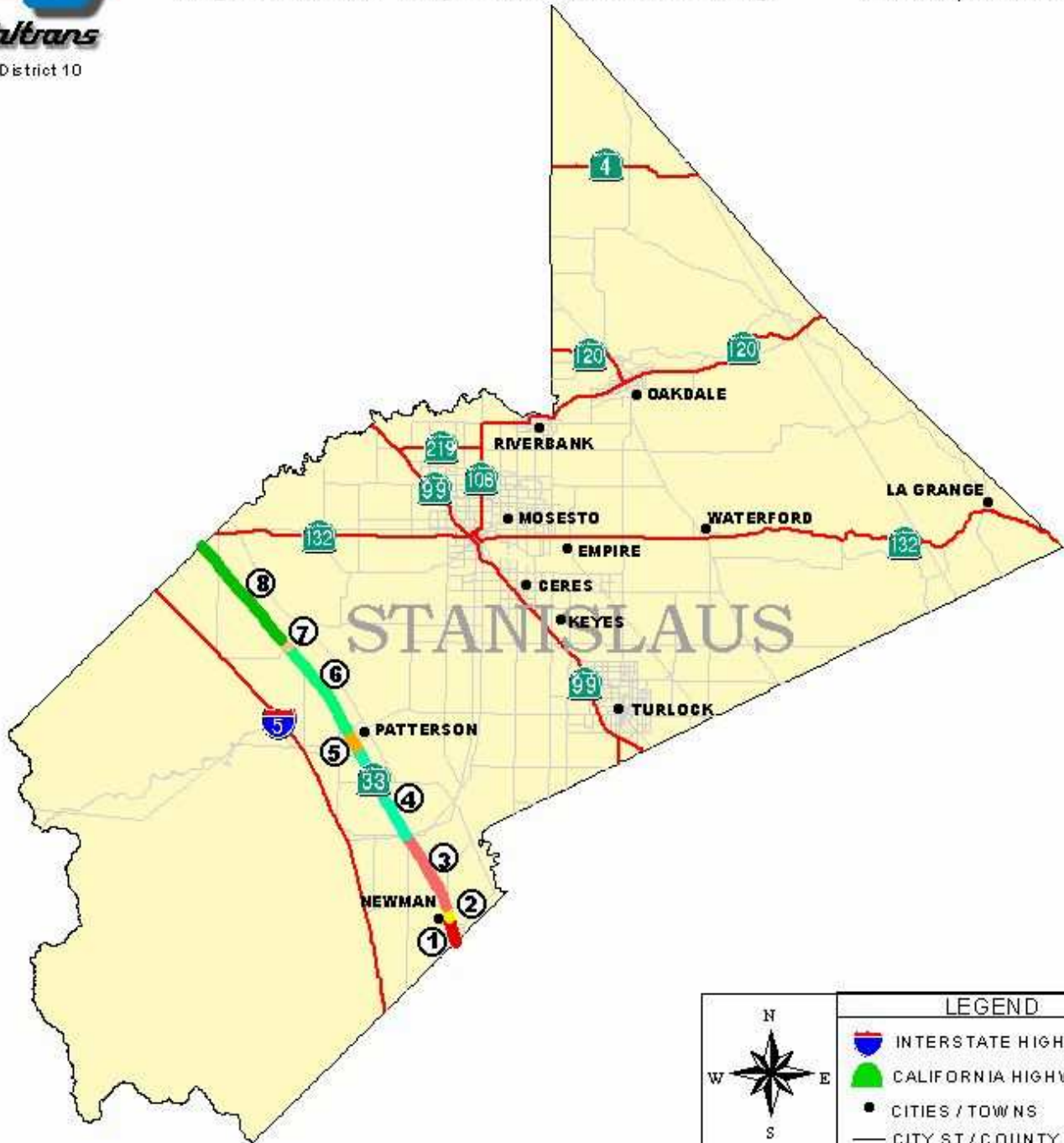
### EXECUTIVE SUMMARY

SEGMENTS	POST MILES	LOCATION	1998 LOS	CURRENT FACILITY	2020 LOS W/O IMPROVEMENTS	2020 CONCEPT LOS	2020 CONCEPT FACILITY
①	PM R.0.00-R.78	Merced Co. Line to Valeria St.	A	2-lane Conventional	B	D	2-lane Conventional
②	PM R.78-1.53	Valeria St. in the town of Dos Palos to Sharon Los Palmas Ave.	A	4-lane Conventional	A	D	4-lane Conventional*
③	PM R.153-L5.64	Sharon / Los Palmas Ave. to Jct. SR 152 (Route Break)	B	2-lane Conventional	C	D	2-lane Conventional
④	PM R.13.24-R.16.06	Jct. SR 152 to the entrance to Santa Nella Village.	C	2-lane Conventional	D	D	2-lane Conventional
⑤	R.16.06-16.64	Entrance to Santa Nella Village to Jct. SR 152	D	2-lane Conventional w/right/left-turn lanes	D	D	2-lane Conventional w/right/left-turn lanes
⑥	PM 16.64-17.27	Jct. SR 152 to McCabe Road.	C	2-lane Conventional w/right/left-turn lanes	D	D	2-lane Conventional w/right/left-turn lanes
⑦	PM 17.27-26.46	McCabe Road to West Jct. SR 144 (Route Break)	B	2-lane Conventional	C	D	2-lane Conventional
⑧	PM 27.12-30.30	East Jct. SR 144 to Stanislaus Co. Line.	C	2-lane Conventional	C	D	2-lane Conventional

\* With a continuous left-turn lane.

## ROUTE 33 CORRIDOR STUDY Segmentation Map – Stanislaus County

Department of Transportation  
District 10  
Office of System Planning



### EXECUTIVE SUMMARY

SEGMENTS	POST MILES	LOCATION	2000 LOS	CURRENT FACILITY	2020 LOS W/O IMPROVEMENTS	2020 CONCEPT LOS	2020 CONCEPT FACILITY
①	PM 0.00 - 1.44	Mer. & Son. Co. Line to Jensen Rd. in Newman.	C	2-lane Conventional w/right/left-turn lanes.	D	D	2-lane Conventional w/right/left-turn lanes.
②	PM 1.44 - 2.06	South of Jensen Rd. to Stühr Rd.	C	2-lane Conventional	C	D	2-lane Conventional
③	PM 2.06 - 4.33	Stühr Road to Fink Road.	B	2-lane Conventional	C	D	2-lane Conventional
④	PM 4.33 - 12.51	Fink Road to Sperry Road.	B	2-lane Conventional	C	D	2-lane Conventional
⑤	PM 12.51 - 19.31	Sperry Road to "M" Street.	A	4-lane Conventional	A	D	4-lane Conventional*
⑥	PM 19.31 - 19.55	"M" Street to Grayson Rd.	B	2-lane Conventional	C	D	2-lane Conventional
⑦	PM 19.55 - 20.04	Grayson Rd. to Uesley town limits.	B	2-lane Conventional	C	D	2-lane Conventional
⑧	PM 20.04 - 21.00	Uesley town limits to end of Uesley town limits.	A	2-lane Conventional	B	D	2-lane Conventional

\* With a continuous left-turn lane.



## ROUTE 33 CORRIDOR STUDY Segmentation Map – San Joaquin County

Department of Transportation  
District 10  
Office of System Planning



### EXECUTIVE SUMMARY

SEGMENTS	POST MILES	LOCATION	1997 LOS	CURRENT FACILITY	2020 LOS W/O IMPROVEMENTS	2020 CONCEPT LOS	2020 CONCEPT FACILITY
①	PM 0.00-.82	San Joaquin Co. Line to Jct. SR132.	A	2-lane Conventional	A	D	2-lane Conventional
②	PM .82-5.03	Jct. SR132 to Jct. I-5.	B	2-lane Conventional	B	D	2-lane Conventional

# **Transportation Concept Report**

## **State Route 33**

### **STATEMENT OF PLANNING INTENT**

System planning is Caltrans' long-range transportation planning process used to identify and prioritize future transportation improvements in cooperation with its planning partners. System planning facilitates the efficient, economical, and inter-modal movement of people, goods, and information. It is part of the continuing, cooperative, and comprehensive transportation planning process. System planning strives for interregional and statewide continuity of the State's transportation network.

### **PURPOSE OF THE TRANSPORTATION CONCEPT REPORT (TCR)**

The Transportation Concept Report (TCR) is a system planning document and tool which includes an analysis of a transportation corridor. It establishes a 20-year concept that is consistent with the District's goals as set forth in the District System Management Plan (DSMP). The TCR establishes the future concept of Level of Service (LOS) for segments along the route and broadly identifies the nature and extent of the improvements needed to attain that LOS. Operating conditions for each corridor are projected for 10-year and 20-year horizons. Beyond the 20-year planning period, the TCR identifies the Ultimate Transportation Corridor (UTC) to ensure that adequate right-of-way is preserved for future ultimate facility projects.

The TCR identifies future deficiencies and potential improvements. The Transportation System Development Plan (TSDP) incorporates these improvements and identifies potential funding sources.

This report is prepared by Caltrans staff in cooperation with the regional and local agencies that have jurisdiction within this corridor. The objective of the TCR is to have local, regional, and state consensus on route or corridor concepts, improvement priorities, and planning strategies. This document provides concept information only and does not determine policy.

The TCR will be updated as needed, as conditions change, or as new information is obtained.

### **ROUTE DESCRIPTION**

State Route 33 (SR-33) is a north/south corridor which begins at Route 101 near Ventura and ends at Route 5 near Vernalis in San Joaquin County. Within District 10, the corridor begins at the Fresno-Merced County line and terminates at the junction of Interstate 5 near Vernalis, a distance of 53.9 miles. Route 33 generally parallels I-5 and serves the cities and communities of Dos Palos, Los Banos, Santa Nella, Gustine, Newman, Crows Landing, Patterson, Westley, and Vernalis,

### **Route Designations**

SR-33 is functionally classified as a Major Collector with a Federal-Aid Secondary (FAS) designation in its entirety except for being a Minor Arterial with a Federal-Aid Secondary designation from PM R13.24-R16.26 in Merced County. The route is part of the State Highway System. It is not part of the Freeway and Expressway (F & E) system, it is not part of the Interregional Road System (IRRS), is not a high

emphasis or a focus route, is not part of the National Highway System. It is not a Surface Transportation Assistance Act (STAA) Truck Route. It is part of the Terminal Access Route to the national network from PM 0.00 in Merced County to PM 16.64 (Santa Nella and Jct. I-5) and from Jct. SR-140 (Gustine) north to Jct. I-5 in San Joaquin County. It is not a Strategic Highway Network (STRAHNET) Route, but is on the Extralegal Load Network permits loads system. It is not designated as a Scenic Highway.

### **Purpose of the Route**

SR-33 primarily serves intracity traffic and secondarily commuters. The route carries a high percentage (10-33%) of truck traffic, most of which is involved in the farm-to-market shipping process along the agricultural rich farmland of the west side of the San Joaquin Valley.

### **ROUTE CONCEPT SUMMARY/RATIONALE and CONSIDERATIONS**

The route concept is compromised of two factors:

- (1) The minimum LOS tolerable for peak hour conditions.
- (2) The type of facility necessary to provide the concept LOS.  
(Refer to Appendix 2 for LOS definitions)

### **State Route 33 Concept/Rationale**

Our concept Level of Service (LOS) for the 20-year planning horizon for SR-33 in Merced, Stanislaus, and San Joaquin County, is a 2-lane conventional highway with a LOS "D" for the rural areas (non IRRS route) and a 5-lane conventional highway (4-lanes conventional with a continuous left-turn lane) with a LOS "D" in the urban areas.

### **MERCED COUNTY**

#### **Segment 1**

**Our concept facility for Segment 1 (PM 0.00-0.78/KM 0.00-1.26) is a 2-lane Conventional highway (existing).**

The projected LOS for the existing facility (2-lane Conventional highway) will be adequate for the next 20-year planning horizon. The UTC is a 2-lane Conventional highway with right/left-turn lanes where needed.

#### **Segment 2**

**Our concept facility for Segment 2 (PM .78-R1.53/KM 1.26-R2.46) is a 4-lane Conventional highway with a continuous left-turn lane.**

The projected LOS for the existing facility (4-lane Conventional highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is 4-lane Conventional highway with right-turn lanes where needed.



### Segment 3

**Our concept facility for Segment 3 (PM R1.53-L5.64/KM R2.46-L9.08) is a 2-lane Conventional highway (existing).**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 2-lane Conventional highway with right/left-turn lanes where needed.

### Segment 4

**Our concept facility for Segment 4 (PM R13.24-16.06/KM R21.31-25.85) is a 2-lane Conventional highway (existing).**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 2-lane Conventional highway with passing and/or right/left-turn lanes where needed.

### Segment 5

**Our concept facility for Segment 5 (PM 16.06-16.64/KM 25.85-26.78) is a 2-lane Conventional highway with right/left turning lanes (existing).**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 4-lane Conventional highway with right/left-turn lanes where needed.

There is a 1998 STIP Programmed Project called the “Santa Nella Rehab” from PM R16.2 to PM R17.0 to reconstruct the existing highway lanes. This project will not be capacity increasing.

### Segment 6

**Our concept facility for Segment 6 (PM 16.64-17.27/KM 26.78-27.80) is a 2-lane Conventional highway with right/left turning lanes (existing).**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 4-lane Conventional highway with right/left-turn lanes where needed.

In MCAG’s 2001 RTP there is a Planned Project identified on SR-33 at PM R16.64 to widen the present 2-lane over-crossing over I-5 to 4-lanes.

### Segment 7

**Our concept facility for Segment 7 (PM 17.27-26.46/KM 27.80-42.58) is a 2-lane Conventional highway (existing).**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 2-lane Conventional highway with right/left-turn and passing lanes where needed.

## **Segment 8**

**Our concept facility for Segment 8 (PM 27.12-30.30/KM 43.64-48.76) is a 2-lane Conventional highway (existing).**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is 2-lane Conventional highway with passing lanes and/or right/left-turn lanes as needed.

## **STANISLAUS COUNTY**

### **Segment 1**

**Our concept facility for Segment 1 (PM 0.00-1.44/KM 0.00-2.32) is a 2-lane Conventional highway with right/left turn lanes.**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 4-lane Conventional highway with a continuous left-turn lane and right-turn lanes, and other operational improvements (i.e. signal lights).

### **Segment 2**

**Our concept facility for Segment 2 (PM 1.44-2.06/KM 2.32-3.32) is a 2-lane Conventional highway.**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 2-lane Conventional highway with passing lanes and turning lanes as necessary.

### **Segment 3**

**Our concept facility for Segment 3 (PM 2.06-6.73/KM 3.32-10.83) is a 2-lane Conventional highway (existing).**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 2-lane Conventional highway with passing lanes and turning lanes as necessary.

### **Segment 4**

**Our concept facility for Segment 4 (PM 6.73-12.57/KM 10.83-20.23) is a 2-lane Conventional highway (existing).**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 2-lane Conventional highway with passing lanes and turning lanes as necessary.

### **Segment 5**

**Our concept facility for Segment 5 (PM 12.57-13.71/KM 20.23-22.06) is a 4-lane Conventional highway with a continuous left-turn lane.**

The projected LOS for the existing facility (4-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 4-lane Conventional highway with a continuous left-turn lane and right turn lanes with operational improvements.

#### **Segment 6**

**Our concept facility for Segment 6 (PM 13.71-19.55/KM 22.06-31.46) is a 2-lane Conventional highway (existing).**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 2-lane Conventional highway with passing lanes and turning lanes as necessary

#### **Segment 7**

**Our concept facility for Segment 7 (PM 19.55-20.04/KM 31.46-32.25) is a 2-lane Conventional highway (existing).**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 2-lane Conventional highway with a continuous left-turn lane.

#### **Segment 8**

**Our concept facility for Segment 2 (PM 20.04-27.08/KM 32.25-43.58) is a 2-lane conventional highway (existing).**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 2-lane Conventional highway with passing lanes and turning lanes as necessary.

### **SAN JOAQUIN COUNTY**

#### **Segment 1**

**Our concept facility for Segment 1 (PM 0.00-0.82/KM 0.00-1.32) is a 2-lane Conventional highway (existing).**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 2-lane Conventional highway with passing lanes and turning lanes as necessary.

#### **Segment 2**

**Our concept facility for Segment 2 (PM 0.82-5.03/KM 1.32-8.09 is a 2-lane Conventional highway (existing).**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 2-lane Conventional highway with passing lanes and turning lanes as necessary.

## **State Route 33 Considerations**

### **Context Sensitive Solutions**

Caltrans uses “Context Sensitive Solutions” as an approach to plan, design, construct, maintain and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.

Context sensitive solutions meet transportation goals in harmony with community goals and natural environments. They require careful, imaginative, and early planning, and continuous community involvement.

The context of all projects and activities is a key factor in reaching decisions. It is considered for all State transportation and support facilities when defining, developing, and evaluating options. When considering the context, issues such as funding feasibility, maintenance feasibility, traffic demand, impact on alternate routes, impact on safety, and relevant laws, rules, and regulations must be addressed.

In towns and cities across California, the State highway may be the only through street or may function as a local street. These communities desire that their main street be an economic, social, and cultural asset as well as provide for the safe and efficient movement of people and goods. In urban areas, communities want transportation projects to provide opportunities for enhanced non-motorized travel and visual quality. In natural areas, projects can fit aesthetically into the surroundings by including contour grading, aesthetic bridge railings, and special architectural and structural elements. Addressing these needs will assure that transportation solutions meet more than transportation objectives.

### **Safety Conscious Planning**

Safety conscious planning is incorporated into all planning processes and complements context sensitive solutions. As in most projects, a need is established before a project can be considered to build. Congestion, high accident rates, poor LOS, narrow roads, poor alignments, poor roadway surface conditions and operational deficiencies add to the need for safety improvements. The TCR can be a tool to proactively identify improvements rather than re-actively prescribe solutions to safety problems. Suggested solutions for these problems should compliment the surrounding environment and the needs of the people within. These sensitive solutions must be agreed upon by all who use these facilities.

### **Safety/Operational Improvements**

Included on the Segment Fact Sheets for each segment is the Traffic Collision rate for that stretch of roadway. This rate indicates the number of incidents per million vehicle miles based on three years of data.

The State Highway Operations and Protection Program (SHOPP) requires Caltrans to prepare a highway operations and protection program to preserve and protect the state highway system. SHOPP improvements are limited to maintenance, safety, and operational improvements that do not add capacity to the system. Funding for these operational improvements compete on a statewide basis.

## Signals

There are several signals and stop signs located on SR-33. The locations are as follows:

### Merced County:

PM 1.17E -- Stop sign (Dos Palos).

PM R16.48 -- Stop sign.

PM 16.79 -- Stop sign.

PM 16.96 -- Traffic signal.

### Stanislaus County:

PM 0.68 -- Traffic signal (Newman)

PM 0.95 -- Traffic signal (Newman)

PM 13.18 -- Traffic signal (Patterson).

PM 14.56 -- RR crossing

PM 17.95 -- RR crossing.

PM 19.55 -- Stop sign.

PM 25.70 -- RR crossing.

### San Joaquin County:

None

## Access Management

Access control is the regulation of public access to and from properties adjacent to highways. The primary purpose of access control is to increase the safety of the facility by controlling where vehicles enter, exit, or cross the highway. Controlling highway access also improves traffic operations and increases capacity. Access control is generally classified as full access control, partial access control, and access management.

Access management provides, or manages, access to adjacent property and other streets, while maintaining the traffic flow on the highway. Access management can limit the number of conflict points, separate basic conflict areas, limit deceleration requirements, and remove turning vehicles from through traffic lanes. Access management techniques are most often applied to conventional highways.

One of the most beneficial techniques is to limit the number of intersections and driveways along the highway. On highways where business develop without planning of driveway and intersection locations, interference from the roadside can become a major factor in reducing the capacity and increasing the potential for accidents. If access points are adequately spaced with respect to the traffic volumes, the highway functions more efficiently.

Another technique is a median. The most common types of medians are two-way left-turn lanes and raised medians with left turn pockets. Two-way left-turn lanes are justified on two-lane roads when traffic volumes are greater than 5,000 ADT (Annual Daily Traffic), and greater than 10,000 ADT on four-lane highways. The purpose of the left-turn lane is to provide through traffic movement on the highway by permitting controlled left-turn movements to adjacent development. Raised or curbed medians are considered a safety feature for high-traffic volume highways, with high levels of development and



moderate vehicle speeds. They also provide through traffic service by controlling the location of the left turns by separating the opposing traffic. However, merchants may consider raised medians as inhibiting access to their business.

## Trucks

Trucks account for 9% to 30% of Annual Average Daily Traffic (AADT) on SR-33. The majority of truck traffic is involved in the farm-to-market shipping process along the agricultural rich farmland of the West side of the San Joaquin Valley.

## PLANNED AND PROGRAMMED PROJECTS

### Planned Projects

County	Route	PM/KM	Description	Designation
<i>Merced</i>	<i>33</i>	<i>16.64/26.78</i>	<i>Widen bridge over I-5 to 4 lanes</i>	<i>MCAG 2001 RTP Tier 2</i>

### Programmed Projects

County	Route	PM/KM	Description	Designation/ Fund Source
<i>Merced</i>	<i>33</i>	<i>R16.2-17.0/ 26.07-27.36</i>	<i>“Santa Nella Rehab”- Reconstruct existing highway lanes.</i>	<i>1998 SHOP</i>

### \*RIGHT OF WAY AND ENVIRONMENTAL ISSUES

#### Right-of-Way Issues

Right-of-way is the width of land that Caltrans owns. It consists of the actual roadway, median, shoulders, and adjacent land.

There are no right-of-way issues at this time on SR-33.

## AIR QUALITY

### San Joaquin Valley Air Basin

SR-33 is located in the San Joaquin Valley Air Basin. The San Joaquin Valley Air Basin is defined by mountain and foothill ranges to the east and west. This area has been designated as a severe non-attainment area for ozone, serious non-attainment for particular matter (PM-10), and as a maintenance area for carbon monoxide (CO). State and federal laws require that all state and regional transportation plans conform with the Environmental Protection Agency's (EPA) adopted State Implementation Plan (SIP) for air quality. Compliance with conformity laws mandate that adjacent non-attainment areas work together toward practical attainment strategies, such as the cooperation among the eight local Regional Transportation Planning Agencies (RTPA) within the San Joaquin Valley, Caltrans and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD).

Due to valley wide non-attainment, the eight RTPA's (three agencies in District 10) approved and signed a Memorandum of Understanding (MOU) in September 1992 to develop a comprehensive planning process. The Transportation Planning Agencies developed another MOU with the SJVUAPCD. The

major focus of these comprehensive, planning agreements was to reduce emissions through the following measures:

- Development and analysis of transportation control measures that each county could reasonably implement.
- Identification of effective transportation models that would generate a consistent analysis and reporting base.
- Satisfaction of conformity requirements for state and federal funds, especially the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) funds.

The participation of the Valley Counties in the MOU is reflected in the updated San Joaquin County Regional Transportation Plan (RTP) submitted for current STIP funding cycle. The RTP identifies projects aimed not only at road improvements, but also at transit projects. The transit projects focus on reducing single-passenger vehicle trips as well as bicycle paths to make room for non-emission travel.

The 1990 Federal Clean Air Act Amendments (CAAA), promulgated November 15, 1990, placed new requirements on sources of air pollution in areas (including the San Joaquin Valley) failing to meet federal air quality standards. The CAAA included more stringent requirements for demonstrating air quality conformity in Transportation Plans and Projects, per the conformity provisions in Section 176(a). On November 15, 1993, the EPA published conformity rules delineating specific criteria and procedures for fulfilling the conformity requirements of the CAAA. This rule, effective September 15, 1997, has been updated and published in the Federal Register August 15, 1997.

## **ALTERNATIVE TRANSPORTATION**

### **Flexibility**

One of the Department's goals is making transit a more practical travel option. As a part of the TCR we will identify gaps in transit service along with deficiencies in access to bicycle and pedestrian facilities. The following information pertains to the inventory of alternative modes of transportation and feasible recommendations to provide a seamless transportation system.

#### **Fixed Route Transit and Demand Response Service**

Public transit in Merced, Stanislaus, and San Joaquin Counties is provided by a number of public agencies and private companies. For practical purposes, the following is a list of transportation services provided to the general public, for the transportation disadvantaged, and transit dependent, on the SR-33 corridor.

- Stanislaus Regional Transit (StaRT): Operated by Stanislaus County which provides two types of fixed route services: three fixed routes and four "Runabout" services. It serves Gustine, Newman, Crows Landing, Patterson, Westley, and Grayson, returning to Modesto, Ceres, and Turlock, and surrounding areas.
- The Bus: Operated by the Merced County Transit and serving Merced, Los Banos, and Dos Palos.
- Greyhound: Service bus stops in Los Banos and Dos Palos, connecting to major cities.

Every effort should be made to include other modes of transportation facilities at these locations to promote a seamless transportation system.

## **Pedestrians**

Pedestrian traffic makes up the link between all other forms of transportation. If the facilities for pedestrian traffic are safe, convenient, and seamless, then this will fill one more gap in the system. Our transportation system needs to be seamless. Where there is a break in one form of transportation, the next form needs to make up for it. Because of the difficulty in providing seamless systems in some of the modes, the pedestrian form of transportation is what is left, therefore, the pedestrian form of transportation needs to be provided with safe, convenient, and plentiful facilities. Those facilities include signalized intersections, stop signs, sidewalks and cross walks that are wheelchair assessable, public restrooms, covered resting areas, bicycle storage facilities, transit waiting areas with benches. Providing these facilities is especially important with SR-132 since some segments are a main street highway.

## **Rail**

Most city and county residents near SR-33 obtain passenger rail service through Amtrak in Stockton, Modesto and Merced. ACE is available in the City of Tracy. Commercial service is provided by local rail and Union Pacific rails.

## **Airports**

Stockton Metro Airport- Operated by the city and county with commercial air service and freight air cargo service.

Modesto City-County Airport- Operated by the city and county with commercial air service and freight air cargo service.

Merced Municipal Airport- Operated by the city and county with commercial air service and freight air cargo service.

## **Bicycle Facilities**

In San Joaquin, Stanislaus, and Merced Counties, along SR-33, bicycles are allowed unless otherwise posted. Along with San Joaquin, Stanislaus, and Merced Counties, the cities of Dos Palos, Los Banos, Gustine, on SR-33, have incorporated bicycle paths in their General Plans.

By providing safe bicycle lanes, storage areas, public restrooms, the number of bicyclists may increase as a mode of transportation during the acceptable weather days thus reducing the traffic volumes on our highways and satisfying our public customers who wish to use other modes of transportation. Every effort should be made to consider these options when designing our future projects keeping in mind that there is a context sensitive solution for every project we build.

## **Park and Ride Lots**

Currently, there are no Park and Ride Lots owned and operated by Caltrans on SR-33. Park-and- Ride lots provide a convenient location for commuters to park their autos with minimum loss of time. By providing enough convenient locations, commuters are more likely to car pool, thus reducing the volume of autos on our highways, increasing the highway level of service, and reducing air pollution. Providing bicycle lanes from these Park-and-Ride lots will also add to the safety and convenience of commuters who wish to combine modes of transportation in their commute. The Park-and-Ride lots should be part of the public transit routes and should include waiting stations with benches for transit users. Bicycle

storage facilities should be included for the bicyclist that chooses to use the transit or carpool mode of transportation. Again, every effort should be made to consider these improvements when designing highway projects keeping the public needs in mind at all times and with all projects.

State owned Park-and-Ride lots should be located at or near the following locations near SR-33: East Jct. SR-152, SR-165, West Jct. SR-152 or I-5, East or West Jct. SR-140, Jct. J17, Jct. SR-132, I-5, or I-580.

## **INTELLIGENT TRANSPORTATION SYSTEM (ITS)**

Non-recurring congestion and delays are attributed to unplanned incidents such as traffic accidents, stalled vehicles, or special events. This non-recurring congestion can be reduced by improving incident management and reducing the number of incidents through an Intelligent Transportation System (ITS). ITS is designed to identify non-recurring incidents and remove them from the freeway as quickly and efficiently as possible. ITS also provides benefits such as safety, traveler information, and congestion management through changeable message boards, ramp metering, and automated warning systems.

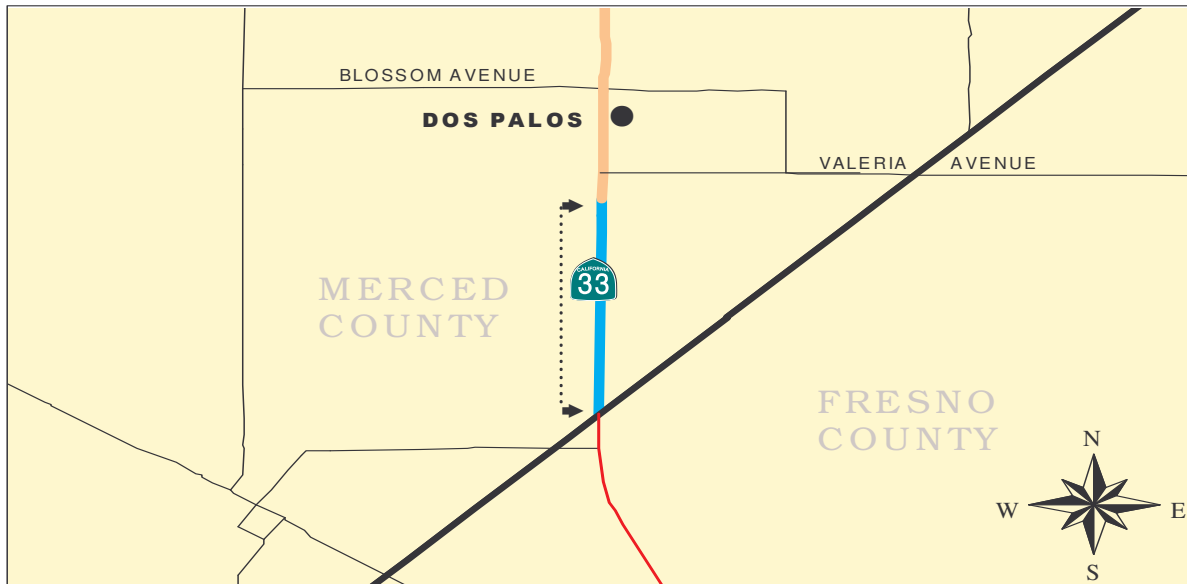
The following is a list of the Planned ITS Projects for SR-33. However, there is no power infrastructure on SR-33 as yet.

<b>COUNTY</b>	<b>PM/KP</b>	<b>DESCRIPTION</b>
MER	4.59/	CMS/weather station
MER	R14.24/	CMS/weather station
MER	R15.59/	CMS
MER	17.59/	CMS

## SR-33: MERCED COUNTY – SEGMENT 1 FACT SHEET

**Location:** Merced County Line to S/O of Dos Palos  
**Post Mile:** PM 0.00 –0.78  
**Kilometer Post:** KP 0.00-1.25  
**Length:** 0.78 miles/1.25 kilometers

**Functional Classification:** Minor Arterial  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Level



**Traffic Forecast Data**  
**2-Lane Conventional**  
**Average Highway Speed 55 mph**

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	A	B	B
<b>V/C</b>	.09	.17	.19
<b>ADT</b>	3,000	5,000	6,000
<b>Peak Hour Volume</b>	250	450	520
<b>Peak Hour Dir. Split</b>	65/35	65/35	65/35
<b>% Trucks</b>	9%	9%	9%

**Concept Facility (2020)**

2-lane Conventional highway (existing); LOS D

**Ultimate Transportation Corridor**

2-lane Conventional highway w/right/left-turn lanes where needed.

**Local Planning Jurisdiction**

Merced County Association of Governments (MCAG)

**Planned Project(s)**

Currently, there are no Planned Projects for this segment.

**Programmed Project(s)**

Currently, there are not Programmed Projects for this segment.



### System Designations

System Designations	YES	NO
Freeway/Expressway System		X
National Highway System (NHS)		X
Interregional Road System (IRRS)		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

### \*Right of Way Information

The right-of-way along this segment is approximately 100 feet (30 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

### Air Quality/Environmental Status

#### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Unclassified

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

#### \*Environmental Status

SR-33 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Low/Moderate
Special Status Species	Moderate/High
Cultural Resources	Moderate
Leaking Underground Tanks	Low
Possible Hazardous Waste	Low
Other Comments About This Segment	None

\* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
**(per million vehicle miles traveled)**

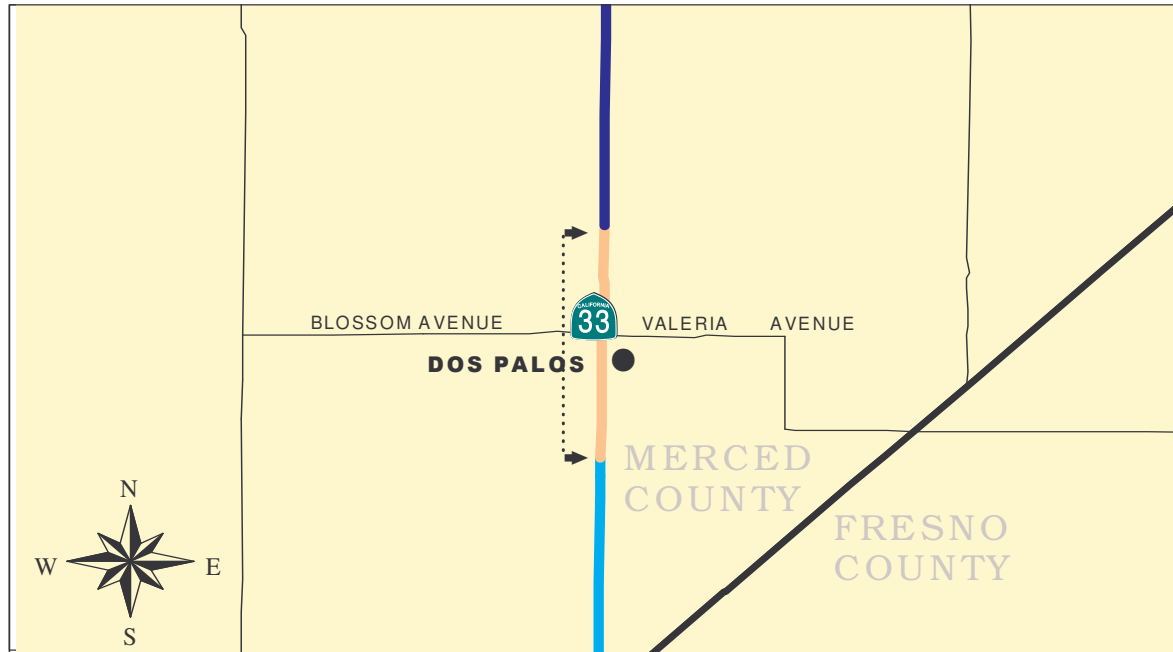
<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
.00	1.26	.50	1.03

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-33: MERCED COUNTY - SEGMENT 2 FACT SHEET

**Location:** S/O Dos Palos to N. Dos Palos  
**Post Mile:** PM 0.78-R1.53  
**Kilometer Post:** KP 1.26-R2.46  
**Length:** 0.75 miles/1.21 kilometers

**Functional Classification:** Minor Arterial  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** Yes  
**Terrain:** Level



**Traffic Forecast Data**  
**4-Lane Conventional**  
**Average Highway Speed 40 mph**

	<b>2000 Existing Facility</b>	<b>2010 w/o Improvement</b>	<b>2020 w/o Improvement</b>
<b>LOS</b>	A	A	A
<b>V/C</b>	.07	.11	.12
<b>ADT</b>	4,000	6,000	7,000
<b>Peak Hour Volume</b>	340	550	600
<b>Peak Hour Dir. Split</b>	65/35	65/35	65/35
<b>% Trucks</b>	9%	9%	9%

**Concept Facility (2020)**

4-lane Conventional highway with a continuous left-turn lane; LOS D

**Ultimate Transportation Corridor**

4-lane Conventional highway with right/left-turn lanes where needed.

**Local Planning Jurisdiction**

Merced County Association of Governments (MCAG)

**Planned Project(s)**

Currently, there are no Planned Projects for this segment.

**Programmed Project(s)**

Currently, there are no Programmed Projects for this segment.

**System Designations**

<b>System Designations</b>	<b>YES</b>	<b>NO</b>
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from approximately 60 to 120 feet (18 to 36 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

<b>Ozone</b>	<b>Particulate Matter</b>	<b>Carbon Monoxide</b>
Non-attainment	Non-attainment	Unclassified

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

<b>SR-33 Environmental Status</b>	<b>Degree of Impact - if appropriate</b>
Flood Plains	N/A
Wetlands	Low Sensitivity
Special Status Species	Moderate/High Sensitivity
Cultural Resources	Low Sensitivity
Leaking Underground Tanks	Low Sensitivity
Possible Hazardous Waste	Low Sensitivity
Other Comments About This Segment	None

\* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
.59	2.66	.94	2.29

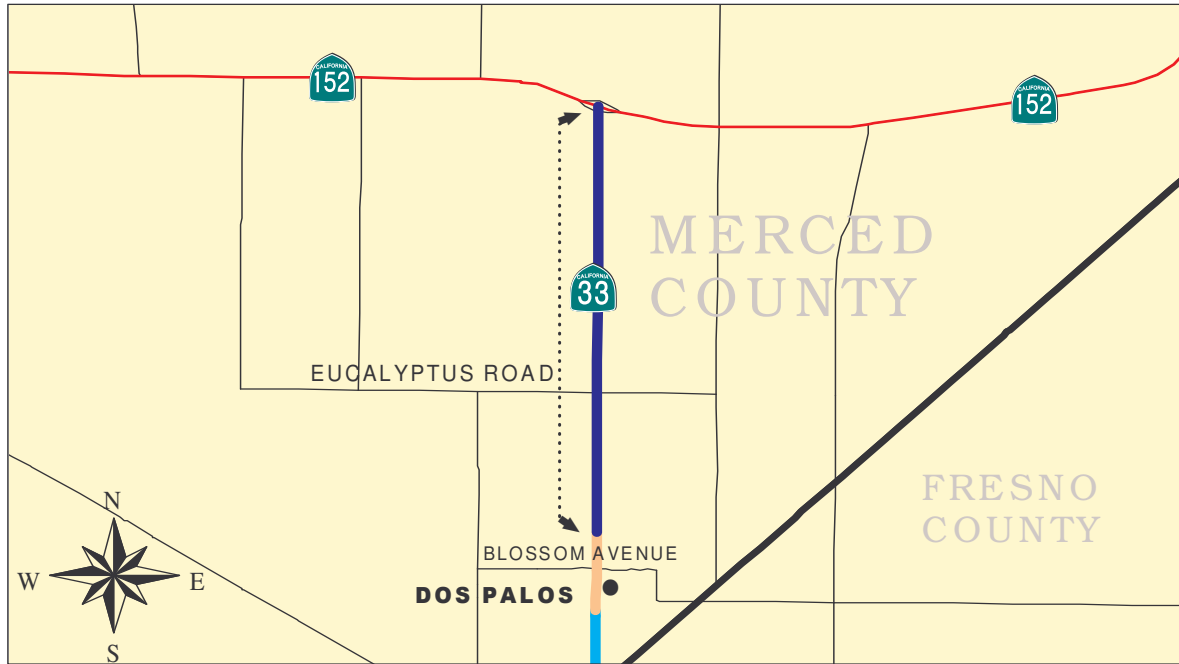
*Source: TASAS Database (July 1, 1998 - June 30, 2001)*



## SR-33: MERCED COUNTY - SEGMENT 3 FACT SHEET

**Location:** N. Dos Palos to E. Jct. SR 152 (Route Break)  
**Post Mile:** PM R1.53-L5.64  
**Kilometer Post:** KP R2.46-L9.08  
**Length:** 4.11 miles/6.61 kilometers

**Functional Classification:** Minor Arterial  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Level



**Traffic Forecast Data**  
**2-lane Conventional highway**  
**Average Highway Speed 55 mph**

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
LOS	B	C	C
V/C	.15	.24	.25
ADT	4,600	6,900	7,100
Peak Hour Volume	410	660	690
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks	9%	9%	9%

**Concept Facility (2020)**

2-lane Conventional highway (existing); LOS D

**Ultimate Transportation Corridor**

2-lane Conventional highway w/right/left-turn lanes where needed.

**Local Planning Jurisdiction**

Merced County Association of Governments (MCAG)

**Planned Project(s)**

Currently, there are no Planned Projects for this segment.

**Programmed Project(s)**

Currently, there are no Programmed Projects for this segment.

**System Designations**

<b>System Designations</b>	<b>YES</b>	<b>NO</b>
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way for this segment is approximately 60 feet (18 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

<b>Ozone</b>	<b>Particulate Matter</b>	<b>Carbon Monoxide</b>
Non-attainment	Non-attainment	Unclassified

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

<b>SR-33 Environmental Status</b>	<b>Degree of Impact - if appropriate</b>
Flood Plains	N/A
Wetlands	Moderate Sensitivity
Special Status Species	High sensitivity
Cultural Resources	High sensitivity
Leaking Underground Tanks	Low/Moderate Sensitivity
Possible Hazardous Waste	Low sensitivity
Other Comments About This Segment	None

\* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

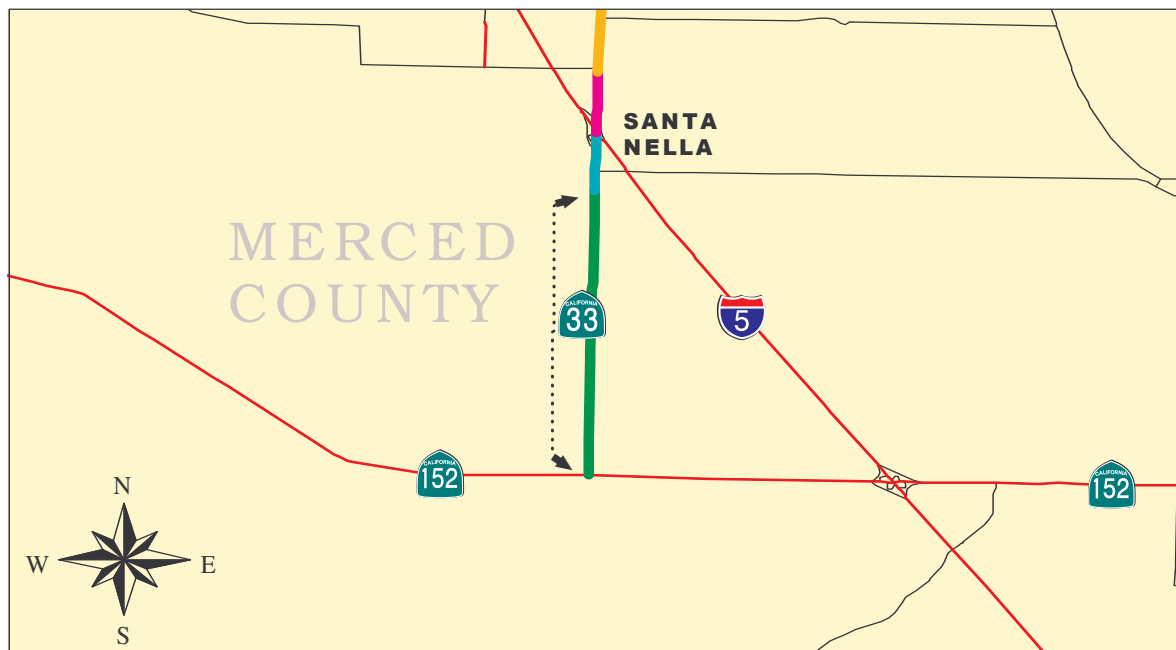
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
.53	1.15	.50	1.02

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-33: MERCED COUNTY - SEGMENT 4 FACT SHEET

**Location:** E. Jct SR-152 to Entrance Santa Nella Village  
**Post Mile:** PM R13.24-16.06  
**Kilometer Post:** KP R21.31-25.85  
**Length:** 2.82 miles/4.54 kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Level



**Traffic Forecast Data**  
**2-lane Conventional Highway**  
**Average Highway Speed 55 mph**

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	C	D	D
<b>V/C</b>	.21	.38	.51
<b>ADT</b>	5,500	10,300	15,500
<b>Peak Hour Volume</b>	560	1,070	1,420
<b>Peak Hour Dir. Split</b>	60/40	60/40	60/40
<b>% Trucks</b>	20%	20%	20%

**Concept Facility (2020)**

2-lanes Conventional highway (existng); LOS D

**Ultimate Transportation Corridor**

2-lane Conventional highway w/passing lanes and and/or right/left-turn lanes where needed

**Local Planning Jurisdiction**

Merced County Association of Governments (MCAG)

**Planned Project(s)**

Currently, there are no planned projects for this segment.

### Programmed Project(s)

Currently, there are no Programmed Projects for this segment.

### System Designations

System Designations	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

### \*Right of Way Information

The right-of-way ranges from 60 to 90 feet (18 to 27 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

### Air Quality/Environmental Status

#### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Unclassified

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

#### \*Environmental Status

SR-33 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Low/Moderate sensitivity
Special Status Species	High sensitivity
Cultural Resources	High sensitivity
Leaking Underground Tanks	Low/Moderate sensitivity
Possible Hazardous Waste	Low sensitivity
Other Comments About This Segment	None

\* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

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**Traffic Collision Rate**  
(per million vehicle miles traveled)

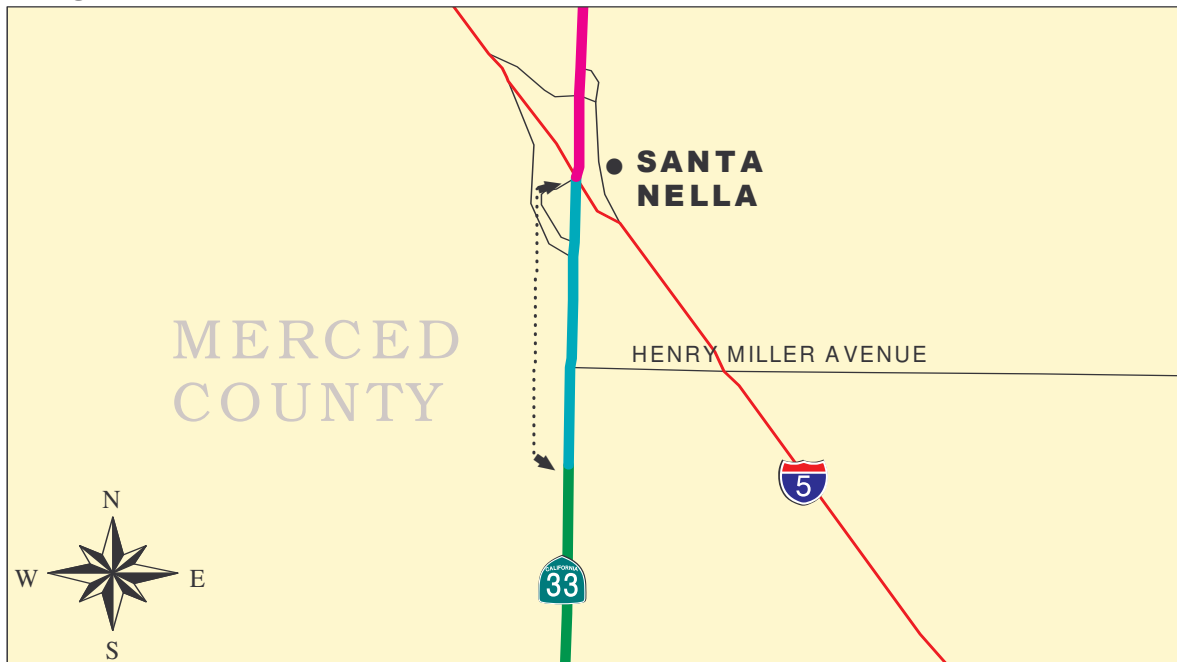
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
.53	1.00	.44	.88

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-33: MERCED COUNTY - SEGMENT 5 FACT SHEET

**Location:** Entrance Santa Nella Village to Jct. I-5  
**Post Mile:** PM 16.06-16.64  
**Kilometer Post:** KP 25.85-26.78  
**Length:** 0.58 miles/0.93 kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Level



### Traffic Forecast Data 2-lane Conventional Highway Average Highway Speed 40 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	D	D	D
<b>V/C</b>	.31	.43	.51
<b>ADT</b>	9,000	12,000	16,000
<b>Peak Hour Volume</b>	860	1,200	1,430
<b>Peak Hour Dir. Split</b>	60/40	60/40	60/40
<b>% Trucks</b>	13%	13%	13%

#### Concept Facility (2020)

2-lanes Conventional highway w/right/left-turn lanes (existing); LOS D

#### Ultimate Transportation Corridor

4-lane Conventional highway with right/left-turn lanes where needed

#### Local Planning Jurisdiction

Merced County Association of Governments (MCAG)

#### Planned Project(s)

Currently, there are no planned projects for this segment.

### Programmed Project(s)

Currently, there are no Programmed Projects for this segment.

### System Designations

System Designations	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

### \*Right of Way Information

The right-of-way for this segment is approximately 100 feet (30 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

### Air Quality/Environmental Status

#### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Unclassified

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

#### \*Environmental Status

SR-33 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Low sensitivity
Special Status Species	High sensitivity
Cultural Resources	Low sensitivity
Leaking Underground Tanks	Moderate sensitivity
Possible Hazardous Waste	Low sensitivity
Other Comments About This Segment	None

\* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.06	5.47	.65	1.34

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-33: MERCED COUNTY - SEGMENT 6 FACT SHEET

**Location:** Jct. I-5 to McCabe Road  
**Post Mile:** PM 16.64-17.27  
**Kilometer Post:** KP 26.78-27.79  
**Length:** 0.63 miles/1.01 kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Level



### Traffic Forecast Data 2-lane Conventional Highway Average Highway Speed 40 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
LOS	C	D	D
V/C	.26	.36	.43
ADT	7,500	9,000	12,000
Peak Hour Volume	720	980	1,200
Peak Hour Dir. Split	60/40	60/40	60/40
% Trucks	17%	17%	17%

#### Concept Facility (2020)

2-lanes Conventional highway w/right/left-turn lanes (existing); LOS D

#### Ultimate Transportation Corridor

4-lane Conventional highway with right/left-turn lanes where needed

#### Local Planning Jurisdiction

Merced County Association of Governments (MCAG)

#### Planned Project(s)

County	Route	PM/KM	Description	Designation
MER	33	16.64/26.78	Widen bridge over I-5 to 4 lanes	MCAG 2001 RTP Tier 2

**Programmed Project(s)**

County	Route	PM/KM	Description	Designation/ Fund Source
MER	33	R16.2-R17.0/ 26.07-27.36	"Santa Nella Rehab"- Reconstruct existing highway lanes	1998 SHOPP

**System Designations**

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from 80 to 200 feet (24 to 61 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Unclassified

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

SR-33 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Low sensitivity
Special Status Species	Moderate/High sensitivity
Cultural Resources	Low sensitivity
Leaking Underground Tanks	Moderate sensitivity
Possible Hazardous Waste	Low sensitivity
Other Comments About This Segment	None

\* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.31	3.94	.56	1.29

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*



## SR-33: MERCED COUNTY - SEGMENT 7 FACT SHEET

**Location:** McCabe Road to S. Jct. SR-140 (Route Break)  
**Post Mile:** PM 17.27-26.46  
**Kilometer Post:** KP 27.79-42.58  
**Length:** 9.19 miles/14.79 kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Level



**Traffic Forecast Data**  
**2-lane Conventional Highway**  
**Average Highway Speed 55 mph**

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
LOS	B	C	D
V/C	.17	.33	.40
ADT	4,100	8,200	10,300
Peak Hour Volume	450	900	1,120
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks	13%	13%	13%

**Concept Facility (2020)**

2-lanes Conventional highway (existing); LOS D

**Ultimate Transportation Corridor**

2-lane Conventional highway w/passing lanes  
and and/or right/left-turn lanes where needed

**Local Planning Jurisdiction**

Merced County Association of Governments  
(MCAG)

**Planned Project(s)**

Currently, there are no planned projects for this segment.

**Programmed Project(s)**

Currently, there are no programmed projects for this segment.

**System Designations**

<b>System Designations</b>	<b>YES</b>	<b>NO</b>
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way in this segment is approximately 60 feet (18 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

<b>Ozone</b>	<b>Particulate Matter</b>	<b>Carbon Monoxide</b>
Non-attainment	Non-attainment	Unclassified

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

<b>SR-33 Environmental Status</b>	<b>Degree of Impact - if appropriate</b>
Flood Plains	N/A
Wetlands	Moderate sensitivity
Special Status Species	Moderate sensitivity
Cultural Resources	Moderate sensitivity
Leaking Underground Tanks	Moderate sensitivity
Possible Hazardous Waste	High sensitivity
Other Comments About This Segment	None

\* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Traffic Collision Rate**  
(per million vehicle miles traveled)

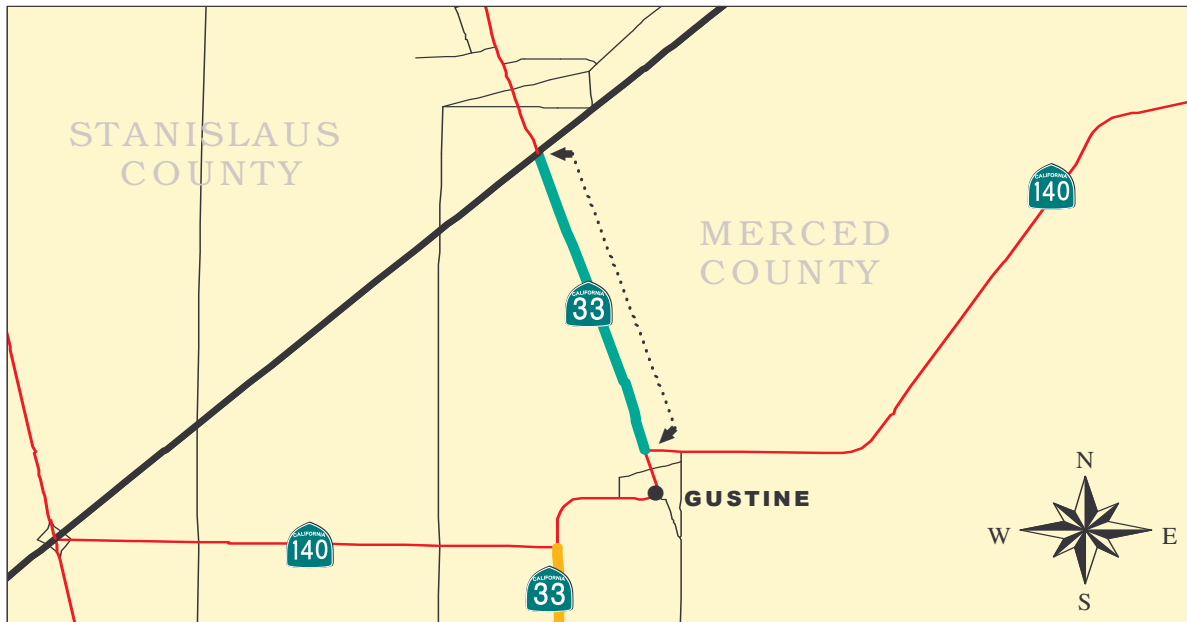
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
.64	1.37	.48	.98

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-33: MERCED COUNTY - SEGMENT 8 FACT SHEET

**Location:** L St. to D St.  
**Post Mile:** PM 27.12-30.30  
**Kilometer Post:** KP 43.64-48.76  
**Length:** 3.18 miles/5.12 kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Level



**Traffic Forecast Data**  
**4-lane Conventional Highway**  
**Average Highway Speed 55 mph**

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	C	C	D
<b>V/C</b>	.24	.33	.40
<b>ADT</b>	7,100	9,800	13,300
<b>Peak Hour Volume</b>	670	910	1,100
<b>Peak Hour Dir. Split</b>	70/30	70/30	70/30
<b>% Trucks</b>	9%	9%	9%

**Concept Facility (2020)**

2-lanes Conventional highway (existing); LOS D

**Ultimate Transportation Corridor**

2-lane Conventional highway w/passing lanes and/or right/left-turn lanes where needed

**Local Planning Jurisdiction**

Merced County Association of Governments (MCAG)

**Planned Project(s)**

Currently, there are no planned projects for this segment.

### Programmed Project(s)

Currently, there are no programmed projects for this segment.

### System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

### \*Right of Way Information

The right-of-way in this segment is approximately 60 feet (18 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

### Air Quality/Environmental Status

#### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Unclassified

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

#### \*Environmental Status

SR-33 Environmental Status	Degree of Impact - if appropriate
Flood Plains	100 Year
Wetlands	Moderate sensitivity
Special Status Species	Moderate/High sensitivity
Cultural Resources	Low sensitivity
Leaking Underground Tanks	Low/Moderate sensitivity
Possible Hazardous Waste	Moderate/High sensitivity
Other Comments About This Segment	None

\* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

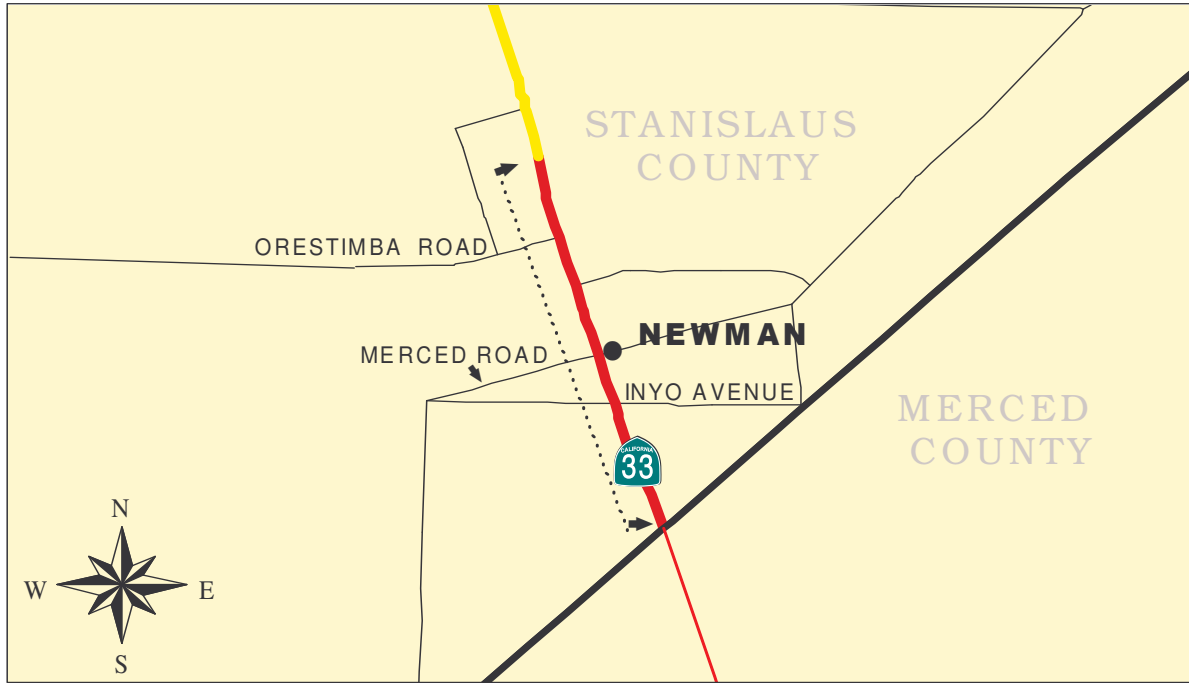
<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
.36	1.37	.50	1.03

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-33: STANISLAUS COUNTY - SEGMENT 1 FACT SHEET

**Location:** Stanislaus Cty. Line to N. Newman City Limit  
**Post Mile:** PM 0.00-1.44  
**Kilometer Post:** KP 0.00-2.32  
**Length:** 2.32 miles/3.73 kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** Mostly  
**Terrain:** Level



**Traffic Forecast Data**  
**2-Lane Conventional Highway**  
**Average Highway Speed 40 mph**

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	C	D	D
<b>V/C</b>	.28	.40	.49
<b>ADT</b>	7,800	11,000	14,000
<b>Peak Hour Volume</b>	780	1,100	1,380
<b>Peak Hour Dir. Split</b>	70/30	70/30	70/30
<b>% Trucks</b>	7%	7%	7%

**Concept Facility (2020)**                      2-lane Conventional highway w/right/left turn lanes; LOS D

**Ultimate Transportation Corridor**                      4-lane Conventional highway with a continuous left-turn lane/right turn lanes/operational improvements.

**Local Planning Jurisdiction**                      Stanislaus County of Governments (STANCOG)

**Planned Project(s)**  
 Currently, there are no planned projects for this segment.

**Programmed Project(s)**



Currently, there are no programmed projects for this segment.

#### System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

#### \*Right of Way Information

The right-of-way in this segment is approximately 60 to 100 feet (18 to 30 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

#### Air Quality/Environmental Status

##### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

##### \*Environmental Status

SR-33 Environmental Status	Degree of Impact - if appropriate
Flood Plains	100/500 Year
Wetlands	Low sensitivity
Special Status Species	Low/Moderate sensitivity
Cultural Resources	High sensitivity
Leaking Underground Tanks	Low/Moderate sensitivity
Possible Hazardous Waste	Moderate/high sensitivity
Other Comments About This Segment	None

\* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

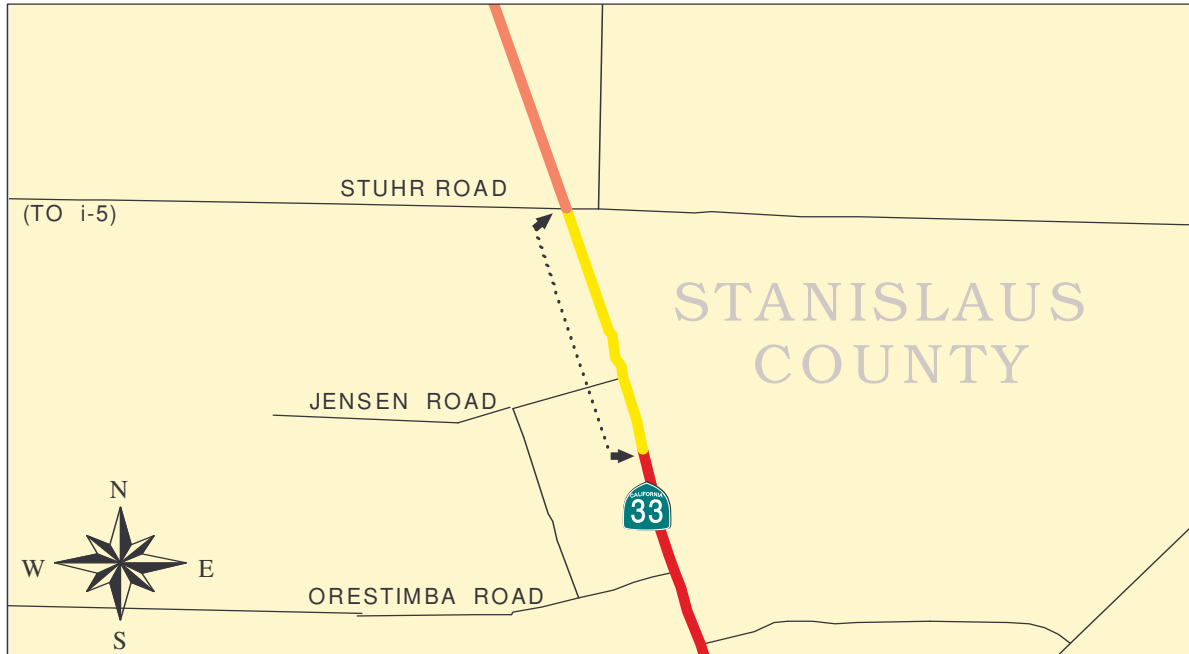
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
.35	1.04	.95	2.27

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-33 STANISLAUS COUNTY - SEGMENT 2 FACT SHEET

**Location:** N. Newman City Limits to Stuhr Road  
**Post Mile:** PM 1.44-2.06  
**Kilometer Post:** KP 2.32-3.32  
**Length:** 0.62 miles/1.00 kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Level



### Traffic Forecast Data 2-lane Conventional Highway Average Highway Speed 55 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	C	C	D
<b>V/C</b>	.25	.30	.38
<b>ADT</b>	7,400	11,000	13,000
<b>Peak Hour Volume</b>	690	840	1,060
<b>Peak Hour Dir. Split</b>	70/30	70/30	70/30
<b>% Trucks</b>	7%	7%	7%

**Concept Facility (2020)**

2-lane Conventional highway; LOS D

**Ultimate Transportation Corridor**

2-lane Conventional Highway w/passing/turning lanes as necessary.

**Local Planning Jurisdiction**

Stanislaus County of Governments (STANCOG)

**Planned Project(s)**

Currently, there are no planned projects for this segment.

### Programmed Project(s)

Currently, there are no programmed projects for this segment.

### System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)	X	
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

### \*Right of Way Information

The right-of-way ranges from 60 to 80 feet (18 to 24 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

### Air Quality/Environmental Status

#### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

#### \*Environmental Status

SR-33 Environmental Status	Degree of Impact - if appropriate
Flood Plains	100/500 Year
Wetlands	Low/Moderate sensitivity
Special Status Species	Low/Moderate sensitivity
Cultural Resources	Low sensitivity
Leaking Underground Tanks	Low sensitivity
Possible Hazardous Waste	Moderate/High sensitivity
Other Comments About This Segment	None

\* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.65	3.30	.50	1.03

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-3 STANISLAUS COUNTY - SEGMENT 3 FACT SHEET

**Location:** Stuhr Rd. to Fink/Crows Landing Rd.  
**Post Mile:** PM 2.06-6.73  
**Kilometer Post:** KP 3.32-10.83  
**Length:** 4.67 miles/7.52 kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Level



### Traffic Forecast Data 2-lane Conventional Highway Average Highway Speed 55 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	B	C	C
<b>V/C</b>	.21	.30	.39
<b>ADT</b>	5,000	7,500	9,500
<b>Peak Hour Volume</b>	570	830	1,100
<b>Peak Hour Dir. Split</b>	70/30	70/30	70/30
<b>% Trucks</b>	7%	7%	7%

#### Concept Facility (2020)

2-lane Conventional Highway (existing); LOS D

#### Ultimate Transportation Corridor

2-lane Conventional Highway w/passing/turning lanes as necessary.

#### Local Planning Jurisdiction

Stanislaus County of Governments (STANCOG)

#### Planned Project(s)

Currently, there are no planned projects for this segment.

#### Programmed Project(s)

Currently, there are no programmed projects for this segment.

### System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

### \*Right of Way Information

The right-of-way for this segment is 80 feet (24 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

### Air Quality/Environmental Status

#### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

#### \*Environmental Status

SR-33 Environmental Status	Degree of Impact - if appropriate
Flood Plains	100/500 Year
Wetlands	Moderate sensitivity
Special Status Species	Moderate sensitivity
Cultural Resources	Moderate sensitivity
Leaking Underground Tanks	Low sensitivity
Possible Hazardous Waste	Low sensitivity
Other Comments About This Segment	None

\* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts



**Traffic Collision Rate**  
(per million vehicle miles traveled)

<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
.36	.80	.47	.97

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-33 STANISLAUS COUNTY - SEGMENT 4 FACT SHEET

**Location:** Fink/Crows Landing Rd. to Sperry Rd.  
**Post Mile:** PM 6.73-12.57  
**Kilometer Post:** KP 10.83-20.23  
**Length:** 5.84 miles/9.40 kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Rural/Urban  
**Within City Limits:** Mostly not  
**Terrain:** Level



### Traffic Forecast Data 2-lane Conventional Highway Average Highway Speed 40 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	B	C	D
<b>V/C</b>	.19	.30	.37
<b>ADT</b>	3,900	7,000	8,700
<b>Peak Hour Volume</b>	460	840	1,040
<b>Peak Hour Dir. Split</b>	60/40	60/40	60/40
<b>% Trucks</b>	7%	7%	7%

**Concept Facility (2020)** 2-lane Conventional Highway (existing); LOS D

**Ultimate Transportation Corridor** 2-lane Conventional Highway w/passing/turning lanes as necessary.

**Local Planning Jurisdiction** Stanislaus County of Governments (STANCOG)

**Planned Project(s)**  
Currently, there are no planned projects for this segment.

**Programmed Project(s)**  
Currently, there are no programmed projects for this segment.

### System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

### \*Right of Way Information

The right-of-way ranges from 50 to 80 feet (15 to 24 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

### Air Quality/Environmental Status

#### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

#### \*Environmental Status

SR-33 Environmental Status	Degree of Impact - if appropriate
Flood Plains	100/500 Year
Wetlands	Moderate sensitivity
Special Status Species	Moderate/High sensitivity
Cultural Resources	Low sensitivity
Leaking Underground Tanks	High sensitivity
Possible Hazardous Waste	Moderate/High sensitivity
Other Comments About This Segment	None

\* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
**(per million vehicle miles traveled)**

<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
.47	.80	.50	1.04

Source: TASAS Database (July 1, 1998 - June 30, 2001)

## SR-33 STANISLAUS COUNTY - SEGMENT 5 FACT SHEET

**Location:** Sperry Road to M Street  
**Post Mile:** PM 12.57-13.71  
**Kilometer Post:** KP 20.23-22.06  
**Length:** 1.14 miles/1.83 kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Urban  
**Within City Limits:** Yes  
**Terrain:** Level



### Traffic Forecast Data 4-lane Conventional Highway Average Highway Speed 40 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	A	A	A
<b>V/C</b>	.10	.15	.20
<b>ADT</b>	6,000	9,300	12,500
<b>Peak Hour Volume</b>	530	830	1,100
<b>Peak Hour Dir. Split</b>	60/40	60/40	60/40
<b>% Trucks</b>	7%	7%	7%

**Concept Facility (2020)** 4-lane Conventional highway with a continuous left-turn lane; LOS D

**Ultimate Transportation Corridor** 4-lane Conventional highway with a continuous left-turn lane/right turn lanes/operational improvements

**Local Planning Jurisdiction** Stanislaus County of Governments (STANCOG)

**Planned Project(s)**  
Currently, there are no planned projects for this segment.

### Programmed Project(s)

Currently, there are no programmed projects for this segment.

### System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

### \*Right of Way Information

The right-of-way ranges from 50 to 80 feet (15 to 24 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

### Air Quality/Environmental Status

#### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

#### \*Environmental Status

SR-33 Environmental Status	Degree of Impact - if appropriate
Flood Plains	100/500 Year
Wetlands	Low sensitivity
Special Status Species	High sensitivity
Cultural Resources	Low sensitivity
Leaking Underground Tanks	High sensitivity
Possible Hazardous Waste	Moderate/High sensitivity
Other Comments About This Segment	None

\* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
2.44	5.02	1.82	4.47

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*



## SR-33 STANISLAUS COUNTY - SEGMENT 6 FACT SHEET

**Location:** M Street to Howard/Grayson Road  
**Post Mile:** PM 13.71-19.55  
**Kilometer Post:** KP 22.06-31.46  
**Length:** 5.84 miles/9.40 kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Mostly rural  
**Within City Limits:** Mostly outside  
**Terrain:** Level



**Traffic Forecast Data**  
**2-lane Conventional Highway**  
**Average Highway Speed 55 mph**

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	B	C	C
<b>V/C</b>	.17	.27	.32
<b>ADT</b>	4,100	6,500	8,000
<b>Peak Hour Volume</b>	460	740	900
<b>Peak Hour Dir. Split</b>	65/35	65/35	65/35
<b>% Trucks</b>	7%	7%	7%

**Concept Facility (2020)**

2-lane Conventional Highway (existing); LOS D

**Ultimate Transportation Corridor**

2-lane Conventional Highway w/passing/turning lanes as necessary.

**Local Planning Jurisdiction**

Stanislaus County of Governments (STANCOG)

**Planned Project(s)**

Currently, there are no planned projects for this segment.

### Programmed Project(s)

Currently, there are no programmed projects for this segment.

### System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

### \*Right of Way Information

The right-of-way is approximately 50 feet (15 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

### Air Quality/Environmental Status

#### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

#### \*Environmental Status

SR-33 Environmental Status	Degree of Impact - if appropriate
Flood Plains	100/500 Year
Wetlands	Moderate sensitivity
Special Status Species	High sensitivity
Cultural Resources	Moderate sensitivity
Leaking Underground Tanks	Low/Moderate sensitivity
Possible Hazardous Waste	Moderate/High sensitivity
Other Comments About This Segment	None

\* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts.

**Traffic Collision Rate**  
(per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
.68	1.58	.52	1.07

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-33 STANISLAUS COUNTY - SEGMENT 7 FACT SHEET

**Location:** Howard/Grayson Rd. to S. Westley Limits  
**Post Mile:** PM 19.55-20.04  
**Kilometer Post:** KP 31.46-32.09  
**Length:** 0.39 miles/0.63 kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Level



### Traffic Forecast Data 2-lane Conventional Highway Average Highway Speed 55 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	B	C	C
<b>V/C</b>	.13	.22	.26
<b>ADT</b>	3,000	5,000	6,000
<b>Peak Hour Volume</b>	370	620	730
<b>Peak Hour Dir. Split</b>	65/35	65/35	65/35
<b>% Trucks</b>	7%	7%	7%

**Concept Facility (2020)**

2-lane Conventional highway (existing); LOS D

**Ultimate Transportation Corridor**

2-lane Conventional Highway w/continuous left-turn lane.

**Local Planning Jurisdiction**

Stanislaus County of Governments (STANCOG)

**Planned Project(s)**

Currently, there are no planned projects for this segment.

**Programmed Project(s)**

Currently, there are no programmed projects for this segment.

### System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

### \*Right of Way Information

The right-of-way ranges from 50 to 80 feet (15 to 24 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

### Air Quality/Environmental Status

#### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

#### \*Environmental Status

SR-33 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Low sensitivity
Special Status Species	High sensitivity
Cultural Resources	High sensitivity
Leaking Underground Tanks	Low sensitivity
Possible Hazardous Waste	Moderate/High sensitivity
Other Comments About This Segment	None

\* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

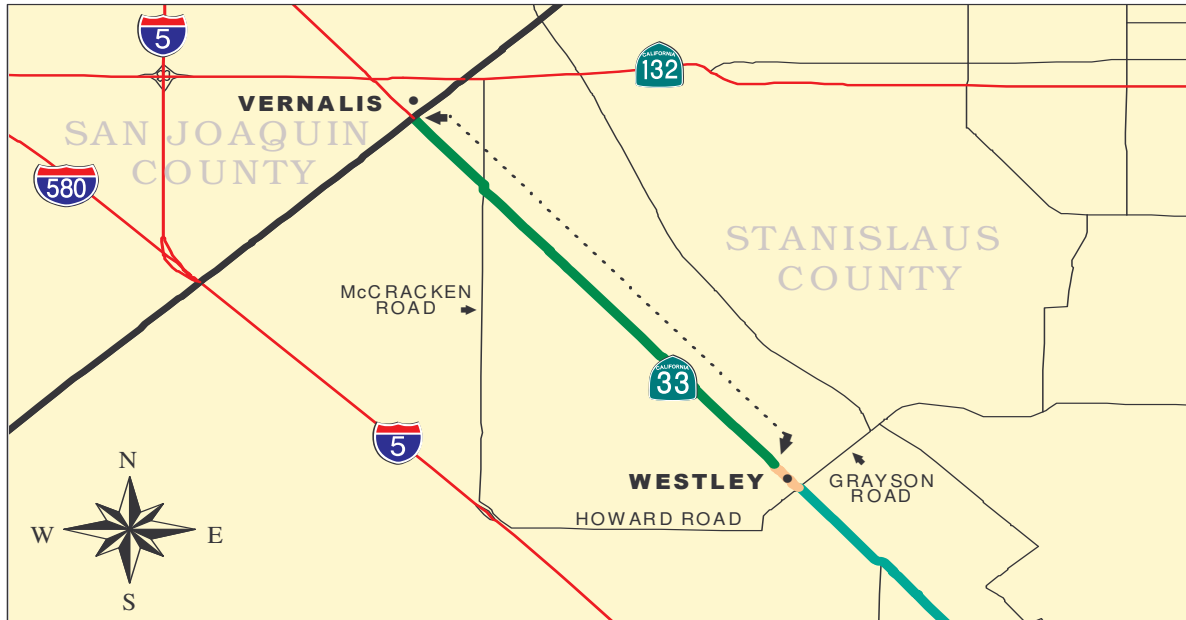
<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
.71	2.14	.61	1.26

Source: TASAS Database (July 1, 1998 - June 30, 2001)

## SR-33 STANISLAUS COUNTY - SEGMENT 8 FACT SHEET

**Location:** S. Westley Limits to San Joaquin Co.Line  
**Post Mile:** PM 20.04-27.08  
**Kilometer Post:** KP 32.09-43.58  
**Length:** 7.14 miles/11.49 kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Level



**Traffic Forecast Data**  
**2-lane Conventional Highway**  
**Average Highway Speed 55 mph**

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	A	B	B
<b>V/C</b>	.08	.16	.19
<b>ADT</b>	2,200	4,000	5,000
<b>Peak Hour Volume</b>	230	420	520
<b>Peak Hour Dir. Split</b>	65/35	65/35	65/35
<b>% Trucks</b>	7%	7%	7%

**Concept Facility (2020)** 2-lane Conventional Highway (existing); LOS D

**Ultimate Transportation Corridor** 2-lane Conventional Highway w/passing/turning lanes as necessary.

**Local Planning Jurisdiction** Stanislaus County of Governments (STANCOG)

**Planned Project(s)**  
 Currently, there are no planned projects for this segment.

**Programmed Project(s)**  
 Currently, there are no programmed projects for this segment.

### System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

### \*Right of Way Information

The right-of-way is approximately 50 feet (15 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

### Air Quality/Environmental Status

#### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

#### \*Environmental Status

SR-33 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Moderate/High sensitivity
Special Status Species	High sensitivity
Cultural Resources	Low sensitivity
Leaking Underground Tanks	Low sensitivity
Possible Hazardous Waste	High sensitivity
Other Comments About This Segment	None

\* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts



**Traffic Collision Rate**  
(per million vehicle miles traveled)

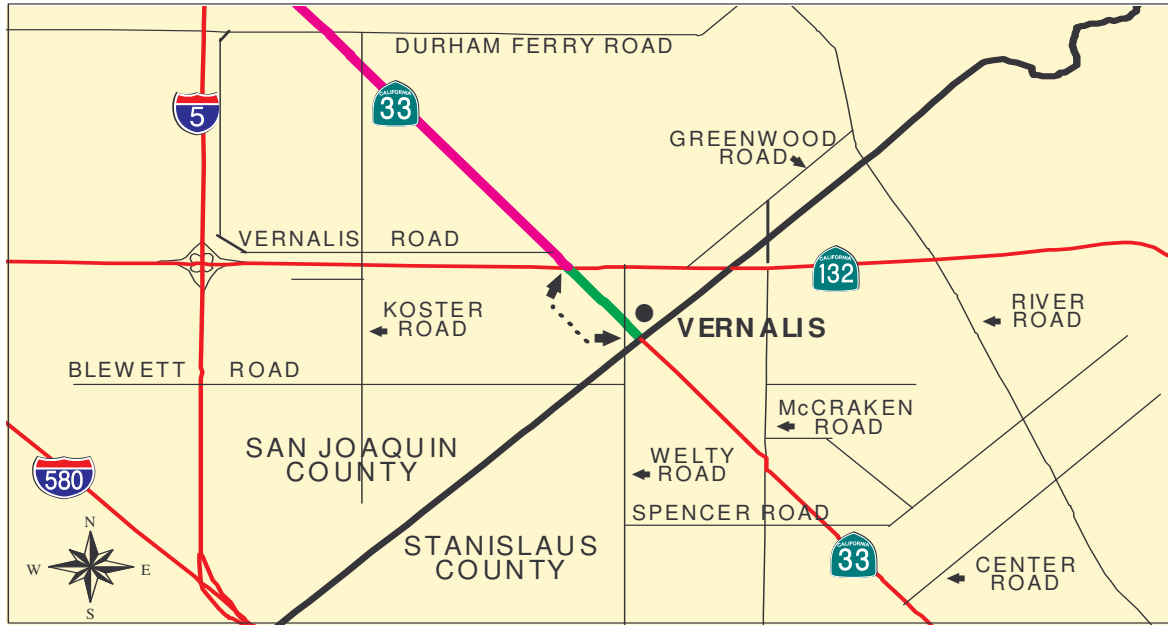
<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
.77	1.49	.52	1.07

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-33 SAN JOAQUIN COUNTY - SEGMENT 1 FACT SHEET

**Location:** San Joaquin Co. Line to Jct. SR-132  
**Post Mile:** PM 0.00-0.82  
**Kilometer Post:** KP 0.00-1.32  
**Length:** 0.82 miles/1.32 kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Level



### Traffic Forecast Data 2-lane Conventional Highway Average Highway Speed 55 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	A	A	B
<b>V/C</b>	.06	.11	.13
<b>ADT</b>	1,600	3,000	3,600
<b>Peak Hour Volume</b>	160	280	350
<b>Peak Hour Dir. Split</b>	65/35	65/35	65/35
<b>% Trucks</b>	14%	14%	14%

**Concept Facility (2020)** 2-lane Conventional Highway (existing); LOS D

**Ultimate Transportation Corridor** 2-lane Conventional Highway w/passing/turning lanes as necessary.

**Local Planning Jurisdiction** San Joaquin Council of Governments (SJCOG)

**Planned Project(s)**  
Currently, there are no planned projects for this segment.

**Programmed Project(s)**  
Currently, there are no programmed projects for this segment.

### System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

### \*Right of Way Information

The right-of-way ranges from 90 to 220 feet (27 to 67 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

### Air Quality/Environmental Status

#### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

#### \*Environmental Status

SR-33 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Moderate sensitivity
Special Status Species	High sensitivity
Cultural Resources	High sensitivity
Leaking Underground Tanks	Low sensitivity
Possible Hazardous Waste	High sensitivity
Other Comments About This Segment	None

\* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

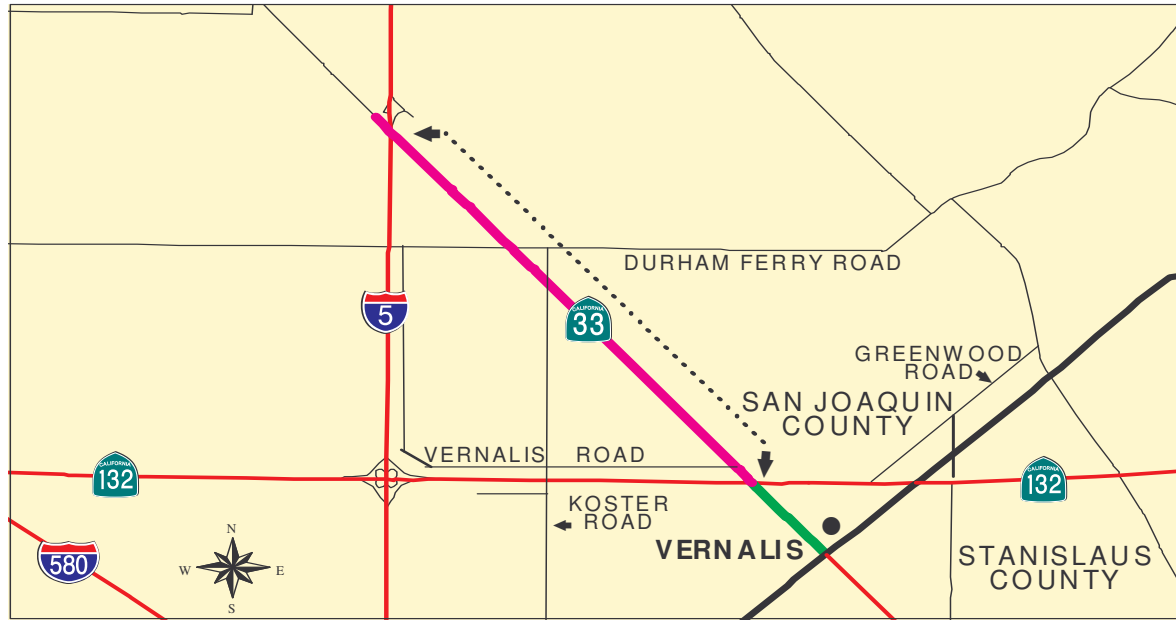
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
.70	.70	.54	1.12

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-33 SAN JOAQUIN COUNTY - SEGMENT 2 FACT SHEET

**Location:** Jct. SR-132 to Jct. I-5  
**Post Mile:** PM 0.82-5.03  
**Kilometer Post:** KP 1.32-8.09  
**Length:** 4.21 miles/6.78 kilometers

**Functional Classification:** Major Collector  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Level



**Traffic Forecast Data**  
**2-lane Conventional Highway**  
**Average Highway Speed 55 mph**

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
LOS	B	B	C
V/C	.13	.19	.22
ADT	3,100	5,600	5,300
Peak Hour Volume	170	190	210
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks	11%	11%	11%

**Concept Facility (2020)** 2-lane Conventional highway (existing); LOS D

**Ultimate Transportation Corridor** 2-lane Conventional Highway w/passing/  
turning lanes.

**Local Planning Jurisdiction** San Joaquin Council of Governments (SJCOG)

**Planned Project(s)**  
Currently, there are no planned projects for this segment.

**Programmed Project(s)**  
Currently, there are no programmed projects for this segment.

### System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

### \*Right of Way Information

The right-of-way ranges from 80 to 130 feet (24 to 39 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

### Air Quality/Environmental Status

#### \*Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

#### \*Environmental Status

SR-33 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Moderate/High sensitivity
Special Status Species	Moderate/High sensitivity
Cultural Resources	Low sensitivity
Leaking Underground Tanks	Low sensitivity
Possible Hazardous Waste	Moderate/High sensitivity
Other Comments About This Segment	None

\* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
.49	1.33	.49	1.01

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## Appendix 1

### List of System Planning Acronyms

ACTC	Amador County Transportation Commission
ADT	Average Daily Traffic
AHS	Automated Highway System
ATSD	Advanced Transportation System Development
AVI	Automated Vehicle Identification
BN&SF	Burlington Northern and Santa Fe Railroad
CAAA	Clean Air Act Amendments
CARB	California Air Resource Board
CCOG	Calaveras Council of Governments
CBD	Central Business District
CCAA	California Clean Air Act
CMAQ	Congestion Mitigation and Air Quality (Improvement Program)
CMP	Congestion Management Plan
CTIS	California Transportation Investment Strategy
CTC	California Transportation Commission
DSMP	District System Management Plan
EPA	Environmental Protection Agency
ETTM	Electronic Toll Collection and Traffic Management
F&E	Freeway and Expressway System
FAT	Fatalities
FIS	Federal Inspection Facility
FY	Fiscal year
HOV	High Occupancy Vehicle
ICES	Intermodal Corridors of Economic Significance
IRRS	Interregional Route System
ISTEA	Intermodal Surface Transportation Efficiency Act
ITMS	Intermodal Transportation Management System
ITS	Intelligent Transportation System
ITSP	Interregional Transportation Strategic Plan
LOS	Level of Service
LROP	Long Range Operations Plan
LRT	Light Rail Transit
MCAG	Merced County Association of Governments
MIS	Major Investment Study
MOU	Memorandum of Understanding
MSL	Maintenance Service Level
NAAQS	National Ambient Air Quality Standards
NAFTA	North American Free Trade Agreement
NHS	National Highway System
PHV	Peak Hour Volume



PM	Post Mile
PR	Project Report
PSR	Project Study Report
PTOC	Primary Traffic Operations Center
POE	Port of Entry
RAQS	Regional Air Quality Strategy
RAS	Regional Arterial System
RCR	Route Concept Report (now known as Transportation Concept Reports)
RTP	Regional Transportation Plan
R/W	Right of Way
SHOPP	State Highway Operations and Protection Program
SIP	State Implementation Plan
STRAHNET	Strategic Highway Network
SJCOG	San Joaquin Council of Governments
SJVUAPCD	San Joaquin Valley Unified Air Pollution Control District
SOV	Single Occupancy Vehicle
SR	State Route
STAA	Surface Transportation Assistance Act
StanCOG	Stanislaus Council of Governments
STIP	State Transportation Improvement Program
TASAS	Traffic Accident Surveillance and Analysis System
TCCAPC	Tuolumne County / Cities Area Planning Council
TCM	Transportation Control Measure
TCR	Transportation Concept Report
TDM	Transportation Demand Management
TSDP	Transportation System Development Program
TMA	Transportation Management Association/Area
TMC	Transportation Management Center
TSM	Transportation System Management
UAPCD	Unified Air Pollution Control Districts
UTC	Ultimate Transportation Corridor
V/C	Volume to Capacity Ratio
VMT	Vehicles Miles Traveled

## Appendix 2

### Level of Service (LOS) Definitions

The Level of Service (LOS) is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Six levels of LOS can generally be categorized as follows:

**LOS A** describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.

**LOS B** is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.

**LOS C** represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.

**LOS D** demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.

**LOS E** reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.

**LOS F** represents a breakdown or forced flow. It usually occurs at a point on a planned facility when forecast demand exceeds computed capacity.

## **Appendix 3**

### **Rural, Urban, and Urbanized Definitions**

The rural, urban, and urbanized area limits are based upon population density as determined by the U.S. Census Bureau. The criteria are:

**Rural** – Under 5,000 population

**Urban** – 5,000 to 49,999 population.

**Urbanized** – over 50,000 population

## Appendix 4

### Air Quality Definitions

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant

## Appendix 5

### Environmental Status Definitions

**Flood Plains:** Flood data from FEMA Digital Q3 Data Mapping and identification whether or not areas are within 100 or 500 year floodplain.

**Wetlands:** Jurisdictional Waters, including wetlands, are described as those that are under federal and/or state regulatory authority. Waters of the U.S. include essentially all surface waters such as navigable waters and their tributaries, all interstate waters and their tributaries all wetlands adjacent to these waters, and all impoundments of these waters. Wetland data obtained from the U.S. Fish and Wildlife Service National Wetland Inventory Mapping, previous survey data, or other in office sources. Army Corps of Engineer and EPA definition of wetlands are: those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

**Special Status Species:** Species that are legally protected under federal and state Endangered Species Acts or other regulations, and species that are considered sufficiently rare by the scientific community to qualify for such listing.

- Species listed or proposed for listing as threatened or endangered under the federal or state Endangered Species Act (50 CFR 17.12 and 14 CCR 670.5);
- Species that are federal candidates for possible future listing under the federal Endangered Species Act;
- Species listed as Federal Species of Concern;
- Species that meet the definition or are endangered under the California Environmental Quality Act (CEQA), State CEQA guidelines, section 12380.
- Plants listed under the California Native Plant Protection Act (California Fish and Game Code 1900 et seq).
- Plants considered by the California Native Plant Society (CNPS) to be "rare, threatened, or endangered in California (Lists 1A and 2 in Skinner and Pavlik 1994)."
- Plants listed by CNPS as plants about which more information is needed to determine their status and plants of limited distribution (Lists 3 and 4 in Skinner and Pavlik 1994), which may be included on the basis of local significance or recent biological information;

**A Bureau of Land Management, U.S. Fish and Wildlife Service, or U.S. Forest Service Sensitive Species**